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Twenty-Mile Encampment

Story of a Reunion and the Dedication of a Tablet Marking this Historic Spot, at Twenty-Mile Stream, August 26, 1909.

Reprinted from Vermont Tribune, Sept. 2, 1909

The third annual Twenty-Mile Stream reunion and basket picnic at the District No. 5 schoolhouse in Cavendish last Thursday was much more largely attended than any previous one, which in itself is an evidence of the growing interest in these gatherings. Each year brings together more people from far away to greet each other and to recall old memories of school days. The time was very largely devoted to general sociability and the renewal and revival of former friendships and acquaintances.

It would be impossible to mention all those present who came from a distance or who were connected with the school or the neighborhood in days long ago; but one instance in particular merits attention. Jasper N. Clark of Scottville, Mich., a civil war veteran of the 2d Vermont infantry, met his old teacher, Mrs Susan Adams Fullerton of South Woodstock, who taught the last term of school which he attended in the old schoolhouse in the fall of 1859.

Among other old-timers present were Mrs Charles Stearns of Brownsville, who was a pupil in 1855; Mrs Sarah Tilden Woodward of Shrewsbury, pupil in 1859; Mrs Clara I. C. Nye of Athol, Mass., pupil in 1860; Mrs Clara Lawrence Lamberton of North Pomfret, pupil in 1865; Dr William R. White of Providence, R. I., teacher in 1869; William H. Davis of Boston, pupil in 1878; Mr and Mrs J. M. Pratt of Ashburnham, Mass., who were residents in the neighborhood in 1840.

The next reunion will be held August 26, 1910. To insure the continuation of these gatherings a permanent organization was effected and the following officers were chosen for the coming year: President, Frank L. Bigelow; vice-president, Sanford E. Emery; secretary, Mrs Florence E. Haven; treasurer, Mrs James P. Green; executive committee, in addition to the above J. Ashton Spaulding, Charles P. Chase, B. F. Sherwin, and Mrs Willis L. Spaulding.

THE DEDICATION.

Interesting Ceremonies around the Tablet—Historical Reviews and Personal Reminiscences.

After dinner the large company repaired, by team, by auto, and on foot, to the site of the Encampment, where the tablet had been erected; and here, for two hours or more, the exercises continued, with historical

addresses, personal reminiscences, and sundry other features which tended to stir local pride and give Twenty-Mile Stream the prominence it deserved as historic ground. Now and then, in the interim between the speeches, the Ludlow Cornet Band waked the echoes and contributed to the general success of the occasion. And the skies were most benign.

F. L. Bigelow of Rutland presided efficiently and kept things moving briskly. In his introductory remarks he said: "It is indeed a pleasure to welcome you here this afternoon, and I wish I were able to express to you the gratification it gives to those having these exercises in charge to see that so many have interested themselves sufficiently to be present and assist us in the dedication of this tablet, which is designed to locate in a permanent manner the oldest point of historical interest in this section, antedating as it does not only the Revolutionary war but even the settlement of the town—the site of the old Twenty-Mile Encampment, twenty miles from Charlestown, N. H., on the line of the military road constructed by the British from Charlestown, N. H., to Ticonderoga, N. Y., and which gave the name to Twenty-Mile Stream."

The tablet was then unveiled by Miss Bessie Spaulding and Misses Christine and Dorothy Bigelow, great great-great-granddaughters of Samuel Ames and great-granddaughters of James Smith, Jr., both of whom lived on the farm where this tablet stands.

Chairman Bigelow then said: "The stone to which this tablet is attached is of rather unusual dimensions, but it was thought eminently fitting and proper to use for that purpose—the capstone of the Ordway mill, long a landmark on Twenty Mile Stream, and owned and operated for so many years by the two brothers, D. and Z. K. Ordway, both of whom were old residents of the town and men of unusually strong personality. The credit for the erection of this tablet at this time belongs primarily to James Ashton Spaulding, a man who is better informed on the early history, geography and topography of this section than any man I know, and it is through his initiative and energy that we are permitted to dedicate it at this time. He is a lineal descendant from James Hall, who was forcibly impressed into the service of the British army in England and came to America as a sergeant; was one of the force sent to destroy the military stores of the American army at Concord; was stunned by an American bullet and left on the field. As his comrades were passing he heard them say, "Serg't Hall is killed!" Remaining perfectly quiet until the troops had passed, he embraced the first opportunity to escape and join the American army. He was among the early settlers in this section and made the thirteenth family to settle in Cavendish. Today is the 86th anniversary of his death. Is it strange that with such an ancestry his great-grandson should be intensely interested in matters of this kind?"

The tablet was then decorated with the national colors by Mr Spaulding's three daughters, Misses Annie, Hildie and Florence, great-great-granddaughters of Sergeant James Hall of the British army. One of the flags used in the decoration has been owned by the family since 1861.

In introducing Albin S. Burbank of Proctorsville, who gave the historical address, Mr Bigelow said: "Your presence here demonstrates again that tendency which is happily growing of marking these old

points of interest. Every town has some landmark which is worthy of being preserved in some permanent manner, at least for local interest. This spot, however, is of peculiar interest, inasmuch as that interest is not wholly local. We all realize, I think, that matters of this kind are put off altogether too long, and how much easier it would have been twenty or thirty years ago to collect material while there were people living who personally remembered many features of interest relative to this road and camp. Nearly everyone in this section has always known that Twenty-Mile Stream derived its name from a camp located near this point and on a military road, but those who had ever thought of the matter at all supposed the road had been built in Revolutionary times or by the early settlers, and it was not generally supposed that it was constructed by the British and even before the town was settled. So we really knew but little about it; and yet how much we might have known.

"As a small boy I recall Captain Hall's telling me on one occasion that on this piece of ground was located at one time a British camp, and how at various times flintlocks had been plowed up here, and on one occasion he remembered that the remains of two men had been plowed up here, and from the buttons or something of the sort found at the time they knew them to be the remains of British soldiers. I understand, too, that he remembered an old building that was, or had been at one time, a permanent feature of the camp. It is a fact, too, that Wm. Smith, born here in 1800, and whose father, James Smith, settled here in 1790, could have given us valuable information relative to this camp. But all these opportunities are past and gone, and it now becomes necessary to depend on such permanent records as can be found and which are not easy to locate. We are extremely fortunate in having a fellow townsman who is intensely interested in matters of this kind, and who has availed himself of every known opportunity of getting together information relative to this road, and is better informed on this subject than any other man. He has kindly consented to give us the benefit of this information."

Mr. Burbank's Historical Address

We are assembled to commemorate an event and mark a spot which has much historic interest. it being the principal camp ground and stopping place on the line of the first road cut through the wilderness from Lake Champlain to the Connecticut, and which was used through the latter part of the French and Indian war for transportation of troops and supplies for the English army and later by the armies of the American revolution for the same purpose. This is historic ground and has been trodden by many thousand soldiers in those early days.

There is a tradition that the cannon captured by Ethan Allen at Ticonderoga were taken to Boston over this route, but we are unable at this late day to verify the legend. In order that we may better understand the necessity for this road (which was a great undertaking for those days) I shall recall some points in the early history of the Colonies, and take up some of the important events connected therewith, giving prominence to No. 4, which was so intimately connected with the road.

At the end of Queen Anne's war in 1713 there was no English settlement or lodgement on the Connecticut river above Greenfield, then "Green River Farms," a district of Deerfield.

In 1714 Northfield became permanently established as the frontier town. During

Father Rales war of 1722--5, which was mainly a rising of some of the Indians tribes led by the Jesuit priest and backed by the French Governor Vandrieul, the outpost was advanced up the west side of the river above Northfield with the erection of Fort Dummer, now Brattleboro. With the close of that war Fort Dummer became a truck house for trading with the then peaceful Indians coming down from Canada and soon a slender settlement of traders grew up about it. This was the pioneer setttement of the upper valley of the Connecticut. It was the nucleus of Brattleboro, chartered and named some years later, the first English township in what is now Vermont. It remained the only upper valley settlement until about 1740.

Fort Dummer was erected by the province of Massachusetts for the protection of the northwestern frontier of Massachusetts and Connecticut. It was ordered to be garrisoned by forty able men (English) and western Mohawk Indians. The site of the fort is in the southeastern portion of the town of Brattleboro, still known as Dummer's meadows. It was built under the supervision of Col. John Stoddard of Northampton. Lieut. Timothy Dwight had immediate charge of the work and was the first commander of the fort. He was an ancestor of Pres. Timothy Dwight of Yale.

The fort was built on what was known as the equivalent lands, which were four parcels of unoccupied tracts along the west banks of the river between the present limits of Brattleboro, Dummerston and Putney, 107,793 acres in all, which Massachusetts had transferred to Connecticut in settlement of colonial lines. Afterwards Connecticut granted them back to Massachusetts. Thirty years later these townships (complaining of Massachusetts taxation) again of their own motion shifted back to Connecticut. Shortly afterward Connecticut sold them at public vendue and gave the proceeds to Yale college. They brought a little more than a farthing per acre. The purchase fell to four Massachusetts men; these were William Dummer, lieutenant-governor of the province, William Brattle of Cambridge and Anthony Stoddard and John White of Boston. Hence the name of the fort for the Governor and the town for the Cambridge man. The fort was a stout structure built of yellow pine and thought to be proof against ordinary assaults, but in October following the completion (1724) it was attacked by Indians and four or five of the garrison killed or wounded. Subsequently a stockade was built around it, composed of stout square hewn timbers twelve feet long, set upright in the ground, inclosing an acre and a half. This and No. 4 erected later were the chief military outposts until the conquest of Canada.

In 1740 three families from Lunenburg, Mass., began the east side settlement of No. 4, which later became Charlestown, and in 1743 a fort was erected. Capt. Phineas Stevens was early there and became the hero of No. 4. He was a soldier of exceptional ability and skill and was familiar with the methods of Indian warfare, having in his youth been a captive of the St. Francis tribe, taken with his brother at Rutland, Mass., during a raid of Father Rales war. Late in March, 1746, he, having been employed elsewhere, returned with forty-nine men to No. 4, which was now a plantation of nine or ten families, to save the fort from falling into the hands of the enemy, and arrived just in time, for a force of French and Indians, under Ensign de Niverville was close upon it. On the 19th of April and in May and June there were assaults by the Indians and in July the fort was besieged for two days. Throughout the rest of the summer it was blockaded. In August the enemy destroyed all the horses, cattle and hogs in the settlement and then withdrew. No. 4 was evacuated and lay deserted until spring 1747, when in March Capt. Stevens again returned with thirty rangers. He found the fort uninjured and received a joyous welcome from two inmates—an old spaniel and a cat left at the evacuation. On the 4th of April a body of trained French soldiers and Indian warriors appeared, variously estimated at from four to seven hundred, then followed

the siege which lasted for five days. But Capt. Stevens and his men stood firm, and although the enemy endeavored to fire the fort, they were unsuccessful.

Finally at a parley the French commander promised if the men would lay down their arms and march out, their lives would be spared, otherwise he would set the fort on fire and run over the top of it. Assembling his men, the captain put it to vote whether to fight on or to capitulate. All to a man voted to stand it out as long as they had life. About noon of the fifth day the enemy proposed if the besieged would sell them provisions they would leave and not fight any more. To this the captain replied he would not sell them provisions for money, but if they would send in a captive for every five bushels of corn he would supply them. Soon after a few guns were fired and the enemy withdrew. So ended the remarkable battle of 700 against 30. Of the enemy many were slain, but the besieged had none killed and only two wounded. An express carried the news to Boston and Captain Stevens' gallant defense won the admiration, expressed in the gift of an elegant sword, of Sir Charles Knowles of the British navy, then in Boston, whose name was subsequently bestowed on the settlement as Charlestown.

Number 4, as the outermost post with no settlement within 40 miles of it, again bore the brunt of war through the troubled period of 1754 to 1760 and suffered many hardships. It received the first sharp shock of the outbreak when in August, 1754, a band of Indians burst into the house of Capt James Johnson, seized the seven inmates and hurried them all off to Canada. The story of the adventures and sufferings of these captives as told in Mrs Johnson's narrative is familiar to many of us.

In 1755 the Indians came swooping down the valley again. About midsummer news came that 500 Indians were collecting in Canada to exterminate the whole white population on the river. The settlers were attacked at different times at Walpole, Bellows Falls and twice at Hinsdale. While the assault at Walpole was the last by the Indians in force, roaming bands continued to infest the frontier river towns till the close of the war. In the spring of 1757 a band of French and Indians came again upon Charlestown, and attacking the settlers carried five to Canada and there sold them into slavery as usual; only two survived their captivity. After the spring of 1757 Number 4 was under the jurisdiction of the king's officers. The fort was the rendezvous of various colonial regiments and a headquarters of rangers. In 1755 France was in possession of Canada and the shores of Lake Champlain, with Fort Carrillon at Ticonderoga, Fort Frederick at Crown Point, were also garrisoned by 200 French regulars, 700 Canadians and 600 Indians. The French also had settlements in Louisiana. The English occupied the country south of Canada and west to the Ohio river. Boston was headquarters and seat of provincial government for the Massachusetts colonies.

England and France, aside from European complications, had cause enough for war on this continent, France having colonized Canada and Louisiana while England had established colonies in between which separated the French settlements. To connect the latter, and to exclude England from the great fur trade of the interior, France began to erect a series of military posts from the Niagara river to the mouth of the Mississippi. This action was naturally resented by the English and her American colonists and in 1755 the conflict began by an attack on the French forts in the Ohio valley. George Washington himself fired the first hostile shot in this the French and Indian war, at a place about forty miles from where the city of Pittsburg, Pa., now stands, and the fight was on between the French and English to see which should have supremacy on this continent. The French enlisted some of the Indian tribes as allies through the influence of the Jesuit priests and practised many barbarities. They gave the Indians a bounty on the captives they brought in

alive, and then sold them as slaves to the French residents of Montreal and vicinity. In some cases the captives were held for ransom and some times when the price came it was held and the prisoners not liberated. The war had been continued from 1755 to '58, the campaign of the latter year had been very successful for the English, and their power was steadily waxing as that of the French waned. Several leading tribes of Indians joined the six nations in treaties of neutrality with the English. Gen. Jeffrey Amherst, a brilliant and effective officer, had succeeded to the command of the English forces, displacing the incompetent Lord Loudon. In the early summer of 1759 three great campaigns were arranged by the English, by one of which Gen. Amherst was to proceed against Ticonderoga and Crown Point and invade Canada by the northern route. He accordingly advanced against Ticonderoga, when the French destroyed the fort and retreated to Fort Frederick at Crown Point. Amherst followed and the French fled to an island in the northern part of Lake Champlain. Thus the whole country around Lake Champlain fell into the hands of the English.

This brings us to the time of building the road. Gen Amherst wanted men and supplies for his advance upon Montreal. Number 4 was the rendezvous for troops enlisted in Massachusetts and New Hampshire and the road was necessary. The then unoccupied territory north of the Massachusetts line and between the Connecticut and Hudson rivers was constantly crossed and re-crossed by armed parties of whites and marauding Indians. A vast unguarded frontier, unsafe and liable at any time to be overrun by savage foes, for which reason what is now Vermont was not sooner settled and occupied by the whites.

In January, 1727 or '8, the general court of Boston authorized an exploration of the country between the northern frontiers and Canada. One party was to discover that part lying between the Connecticut river and Lake Champlain. Later traders had explored the old Indian trail by way of what is now Springfield, Weathersfield. Cavendish, Ludlow and Plymouth, across the mountains thence by Otter Creek to Lake Champlain. This was the route usually taken by Indians coming down to the Truck House at Fort Dummer. * *

The diary of a journey made in 1730 by a trader, James Cross of Deerfield, describing the course of the trail and the country about it was laid before the government. Mr. Cross' journal reads as follows:

"Monday Ye 27th April 1730 at about 12 of Ye clocke we left Fort Dummer and travailed that day three miles and laid down that night by West River which is distant 3 miles from Fort Dummer. Notabene, I travailed with 12 Canada Mohawks that drank to great excess at Ye fort and killed a Skatacook Indian in their drunken condition that came to smoke with them.

Tuesday. We travailed upon the great river (Connecticut) about ten miles We kept Ye same course upon Ye Great River, traveled about 10 miles and eat a drowned Buck that night.

We travailed upon Ye great River within 2 miles of Ye Great Falls (Bellows Falls) in said River then went upon land to Ye Black River above Great Falls. Went up that river and lodged about a mile and a half from the mouth of Black River which days travel we judged was about 10 miles.

Friday. We cross Black River at Falls (now Springfield Village) afterwards through Ye woods Nor Northwest. Then cross Black River again about 17 miles above our first crossing. Afterwards travel Ye same course and pitched our tents on Ye homeward side of Black River

Saturday. We crossed Black River left a great mountain on ye right hand and another on Ye left (Ludlow). Keep a N. W. Course till we pitch our tent after 11 miles travail by a brook which we called a branch of Black River.

Sabbath Day. We travailed to Black River at Ye 3 islands between which and a large pond we past Ye Black River and enter a mountain (in Plymouth) that afforded us a prospect of Ye place of Fort Dummer. Soon after we enter a descending country and travail till we reach Arther Creek (Ot-

ter Creek) in a descending land. In this days travail which is 21 miles we came upon 7 brooks which ran a S. W. Course at Ye north end of said mountain; from Black River to Arther Creek we judged is 25 miles.

Monday. Made Canoes.

Tuesday. Hindered travailing by rain. We go in our canoes upon Arther Creek till we meet 2 great falls (probably Centre Rutland and Proctor) said river is very black and deep and surrounded with good land to Ye extremity of our prospect. This days travail 35 miles.

Thursday. We sail 40 miles on Arther Creek. We meet with great falls (Middlebury) and a little above them we meet two other pretty large falls (at Weybridge) and about 10 miles we meet other large falls (probably Vergennes). We carried our canoe by these falls and came to Ye lake."

The following resolution was passed by the house of representatives of Massachusetts on the 10th day of March, 1756: "Whereas, it is of great importance that a thorough knowledge be had of the distance and practicability of a communication between Number 4, on the Connecticut River, and Crown Point, and that the course down the Otter Creek to Lake Champlain should be known, therefore; Voted, that his Excellency, the Governor, be and he is hereby desired, as soon as maybe, to appoint fourteen men upon this service; seven of them to go from said Number Four, direct course, to Crown Point to measure the distance and gain what knowledge they can of the country, and the other seven to go from Number Four to Otter Creek, aforesaid, and down said Creek to Lake Champlain, observing the true course of said Creek, its depth of water, what falls there are in it and also the nature of the soil on each side thereof and what growth of wood are near it. Each party of said men to keep a journal of their proceedings and observations and lay the same, on their return, before this court. They to observe all such directions as they may receive from his excellency.

"One man in each party is to be a skillful surveyor and the persons employed shall have a reasonable allowance made them by the court for their services."

Col. Israel Williams of Hatfield was particularly charged with this duty. It was also proposed to build a strong fort on the height of land between Black River and Otter Creek. A military post was there deemed important as it would furnish an opportunity to prevent the advance of the enemy from Lake Champlain, facilitate operations against Ticonderoga and Crown Point and afford a safe retreat for scouting parties from the Connecticut river.

In the following summer Lord Loudon took similar steps for a military road from the Connecticut, and obtained from Col Williams a topographical sketch of the country and reports from the scouting officers, but nothing further was done at this time, owing to the number of hostile Indians infesting the region, and no further attempt was then made to build either the fort or the road.

In the spring of 1759, Capt John Stark, having enlisted a new company, returned to Fort Edward and was present under Gen Amherst at the reduction of Fort Ticonderoga and Crown Point. After the surrender of Fort Frederick he was ordered by the general with a force of 200 rangers to construct a road through the Wilderness from Crown Point to Number 4 on the Connecticut. A good wagon road was built from Crown Point to Otter Creek; Col Hawks cut a bridle path thence over the mountains, but for some reason did not complete the work.

The road commenced at Chimney Point, a short distance from Crown Point, in what is now the town of Addison. It passed through Bridport on the south, crossing the present road slightly north of the D. L. Kellogg dwelling-house, thence through a pasture, where it struck the north line of the town of Shoreham, thence across the present highway from Shoreham village to Bridport. Running to the southeast it crossed the Lemon fair, thence over the hill, past a spring, where evidently parties of Indians had camped and also troops, in the French and Indian and revolutionary wars, as arrow heads, pipes, gun flints, knives, earthern ware, and parts of soldiers' arms were formerly found there. The road

ran thence, through Whiting, to Sudbury, by the Sawyer tavern, to Otter Creek, crossing that stream a short distance below Miller's bridge, thence through the western part of Brandon, to Breese's Mills. It thence followed nearly the present highway west of the Otter Creek in Pittsford to what is now Fowler, a postoffice in the westerly part of Pittsford. Taking an easterly course the road passed about three rods west of the Fowler dwelling-house, formerly the Benj. Stevens house, to a ford on the Otter Creek known as "Pitt's" ford, so named in honor of Wm. Pitt, the English statesman, the town of Pittsford taking its name from this ford. After crossing the ford it turned southeasterly, striking the terrace on which the village of Pittsford now stands, passing a little west of the village, thence southerly to the road leading from what is known as Corn hill to Proctor, from thence passing between the present highways leading from Pittsford to Rutland to the old Maj Cheney tavern near the Pittsford and Rutland line, following somewhere near the present north highway to Main street, Rutland, to the Rutland fort, the remains of which are visible. Passing south to Clarendon it followed the course of the present highway for some distance, thence east to Shrewsbury Centre, from there passing through Mt. Holly and Plymouth, perhaps a corner of Ludlow, to the Twenty-Mile camp. An older branch of this road and the only one travelled prior to 1759 (probably an old Indian trail) passed through Centre Rutland northerly to what is now Proctor, following nearly the west Proctor road and the present road in Pittsford west of the Otter Creek, crossing the Hubbardton road, from Pittsford railroad station about a mile west of the present West Creek road, continuing northerly to Breese's mills, thence to Crown Point. There is a monument marking the spring mentioned in Shoreham near where the road passed. The fort in Rutland was where the two roads united.

Here are some extracts from journal kept by N. Payson, orderly sergeant of Capt John Brooks' company of rangers, Col. Timo. Ruggles' regiment, which refer to the commencement of the road.

Camp Half Way Brook, July 4, 1759:

After orders Provo. Shrewsbury, Maj. Hawks, field officer of the day, a sergt. and 12 men from Ye lines to cut and burn all Ye leaves and brush that air within lines of sentries. No man is to fell any trees within the lines of sentries. A working party is to be paraded immediately, consisting of one Captain, 2 subs., 3 Sergts., 50 privates without arms. All guards to be mounted as usual, as their seems to be some neglect of exercise, it is expected for the future it will be more punctual.

It is very notoriously true that profane cursing and swearing prevails in the camp, it is very far from the Christian Soldiers duty, it is not only very displeasing to God of Armies but dishonorable before men. It is therefore required and will be expected that for the future the odious sounds of cursing and swearing is to be turned into profound silence.

July 5, 1759:

Regimental Order, parole doubling all the guards, to be mounted as usual. All axes and spades this day to be unpacked, having the number exactly right, that was left for the use of the camp is wanted, that they may have them applied to the Quartermaster. Whoever is found to secure none, and it be known, will be looked upon as an embezzler of the King's stores and must answer accordingly. Lieut. Col. Ingleson, field officer for the day. He is to see the pickets paraded and give them orders in going the rounds, as for some nights it has been neglected, all former orders to be obeyed.

Camp Crown Point, Oct. 26, 1759:

This day we set out to clear a road to Number 4, we crossed the lake at about sunset and then camped.

Saturday, 27th:

Major John Hawks arrived this day and we set out to clear the road and cleared as far as the two-mile brook and camped.

Sabbath Day, 28th:

This day cleared four miles and then camped.

Monday, 29th:

This day we marched 2 miles and

then came and made a bridge over, then march 2 miles further and came to a large stream and camped.

Tuesday, Oct. 30:

We made a great bridge, marched three miles and camped.

Oct 31:

Marched two miles and then dinnered.

Herald Letter.

The following description of this road, written by one whose father had traveled it, appeared in the Rutland Herald January 16, 1861:

"I have thought it might interest some of your readers to see some account of the old French track or road from old Crown Point fort to No. 4, (now Charlestown, N. H.,) previous to the peace between England and France in 1763. My attention was called to this subject by Mr. Hager, the state geologist, calling on me to inform him where it was. I said to him I had a general knowledge of the route, but could not answer the direct question. He then said he must give up the finding it on the west side of the mountain; he could trace the road to Mount Holly and no further He then told the object of the inquiry, which was that a new state map was in progress and he wanted to have the track of the old French road appear on it across the state from the two points named. And it excited my mind at once, for the following reason: My father, Elias Hall, then of New Cheshire, New Haven county, Connecticut, enlisted into the army of Lord Amherst at Hartford, and the colonel's name was Whiting. He was at Crown Point and acted as Sergeant and was on fatigue duty some of the time in digging the big well in the northeast angle of the fort. * * * When I was nineteen years old, I went to look over my father's ancient scenes. * * *

Crown Point Fort and Chimney Point being only half a mile apart, the old French road started at the latter point to cross what is now Vermont and across the mountain. My father, late in the fall of 1759, was taken with rheumatism, and had permission from Lord Amherst to return home and went in the old French road, before there was a family in this section of the country except what I have named; and he is the only individual I ever knew that walked it.

The first night on his way he stopped at Camp Cold Spring, near the eastern part of the town of Shoreham, and six miles west of Whiting depot, and ten miles southwest of Middlebury. I have forwarded to Mr. Bissell, who owns the farm where the spring is, a monument, to be placed there to mark one spot on the old French road and to designate the spot where my deceased parent rested his weary limbs in the wilderness, one hundred and eleven years since; and have suggested two other places to mark the road, of some importance to history, from Lake Champlain to Connecticut river. I understand that Mr Hager, the assistant state geologist, followed the information I communicated to him soon after his application, and it appears on the new map as desired. There is no doubt that Pittsford Stockade fort was on the track; it then went south three or four miles, turned southwesterly from the place where old Capt J. Fassett lived and by where E. Drury, J. Warner and A. Ladd lived, in Pittsford; in Rutland by where Joe Keeler lived more than twenty years since, by Seth Keeler's to the old Maj. Cheney place, and then south to Rutland union store, near which are the marks of the Rutland fort; then it went south over four miles, turning easterly passed the Bowman place and to the north of Crary's mills, then east to the road going to Shrewsbury centre to where Mr White lived eighty years since, from there to the twenty mile camp three miles from the old Dutton tavern stand, and thence to Number 4. The brave and celebrated Major Rogers, after incredible sufferings and hardships, with what men were not starved on his return, after the destruction of the St. Francis Indians, returned on this road to Crown Point in 1759, a hazardous expedition."

The eastern end of the road, between Number 4 and the mountain, was built the following summer, 1760 (one hundred and forty-nine years ago) The work was done by Col John Goffe and his renewed regiment of eight hundred New Hampshire men. They had first

opened a road from the Merrimac towards the Connecticut, clearing a mere bridle path, as far as Keene, New Hampshire. They arrived at Number 4 in June. Crossing the river, they first built a block house, close by the ferry landing, and enclosed it in palisades, as a protection in case of trouble. They were 44 or 45 days in cutting the road to the mountains where it hit the bridle path cut by Col Hawks the year previous. At every mile they set up a post and 26 of these posts had been placed when the mountain was reached. Their baggage was carried on ox-teams as far as the mountains, then pack horses were used. Such was the speed with which the work was dispatched that Col Goffe's regiment was able to participate in the final expedition against Montreal, in September, 1760.

While on this work an epidemic broke out among the soldiers employed and several died. Their bodies were buried at a spot east of the line of the road, not far from the C. Horace Hubbard place in Springfield. The block house at the river, the land adjoining and two of the king's boats, used as a ferry, were given by Gen Amherst to Luxford Goodwin in payment for his carrying a packet from him to Gen Murray at Quebec. All but a small part of the road through Springfield was discontinued as early as 1826.

The road was built from a point on the river, not far from where the Cheshire bridge is now located, just skirting the southern point of Skitchewaug mountain; running north by west through Springfield it crossed the Weathersfield line at about the centre, and passing just east of the Plains cemetery to near Amsden, thence up the valley past the Streeter place, towards Greenbush, where it took a more westerly course up the hill, coming out near the Atherton place, past the Joseph H. Adams place, thence north of Albert Eaton's dwelling to the Morgan bridge, thence northwesterly past the Jacob S. Parker place and near the Heald place, from thence it passed round Mt. Gilead and to this spot on the southwest side of Gilead. Its course took it through considerable soft, swampy ground, which was corduroyed. In some places the remains of this work can be seen today, also where a brook was bridged, and there is said to be a cellar hole where Capt Coffin built his first house on this road in 1769. The later road passed the Chas. S. Parker place, where Capt Coffin built his tavern. A surveyor's map of the town of Cavendish of 1790 shows the road as going from the Coffin tavern directly over the hill westerly. It intersected the other road on the hill east of here, perhaps one-third mile from this camp ground. In all probability the first road was discontinued on account of its being so wet and soft in places. From here the road passed westerly near this house (Willis Spaulding's), up the hill (where traces of it can be seen), probably through a corner of the town of Ludlow, coming out at Plymouth Kingdom; thence down the hill through what was later known as the "society lands" to the ponds. Skirting the banks, from the Amos Pollard farm northerly to the head of the upper pond, it crossed the river and went south of Saltash mountain into Shrewsbury Capt Coffin's tavern was doing business as late as 1810, as in an almanac published in Boston that year there was given a table of distances with all the taverns from Boston to Crown Point. There were then two in this town on the military road—Capt Coffin's place and Paines, six miles east, probably the place where Joseph S. Atherton now lives, as that scales about six miles as the road went. The survey heretofore mentioned also notes a mill near Morgan bridge on the road.

Without doubt, after the original road was built, deflections were made to suit the different settlers who were not on the line and had established homes in the vicinity.

Cavendish was first chartered Oct. 12, 1761, by Gov. Wentworth, and later, from the Province of New York June 16, 1772, to Amos Kimball and associates.

The first actual settlement in Cavendish was made in June 1769, when Capt. John Coffin located and built a dwelling and later built a tavern on land now owned and occupied by Charles S. Parker. His hospitable home during the revolution afforded thousands of American soldiers shelter and refreshment while passing from Number 4 to the military posts on Lake Champlain.—Capt. Coffin was prominent in affairs,

representing the town in the legislature in the years 1778, 1781, 1785, 1786. He was also one of the selectmen in 1782 and held other town offices. The first settlers were mostly from Massachusetts and in 1771 Noadiah Russell and Thomas Gilbert joined Capt Coffin, sharing in the hardships and privations, attendant on frontier life, the grinding of a grist of corn involving a journey of sixty miles in those days. Noadiah Russell settled on the spot where J. H. Adams's house now stands. Mr Gilbert settled on the Taylor farm on the road to Greenbush.

While there may be some question as to the original location of the road at some points, there is no doubt whatever as to the location of this camp ground used by the soldiers from 1760 on, first by the English army and later by the army of the Revolution, as authenticated by Capt James Hall who passed on several years since, an aged man who passed his youth in this vicinity and had seen the remains of the old buildings in his boyhood and pointed out the spot to his descendants and others. This camp ground being about twenty miles from Number 4, was known as the Twenty Mile encampment and gave the name to this brook as "Twenty Mile Stream," by which name it has all through the past years been designated.

Many provincial leaders who took part in the French and English war on the English side afterwards became famous in the war of the Revolution on the American side, notably, Gens Washington, Israel Putnam, Stark and Hawks. Benj Franklin was also major of militia under the king, but found military life not to his taste and resigned.

As to Number 4. First—As early as 1703 there was a white settlement or colony at Deerfield, protected by a stockade.

Second—About 1714 a fort was built at Vernon, known as Bridgman and Startwell's fort, destroyed by Indians 1747.

Third—Fort Dummer at Brattleboro was built in 1724 and in 1743 Number 4 was built, being the fourth on the Connecticut river.

The chairman, in paving the way for the next address, went on to say: "I am sure we are all under great obligations to Mr. Burbank for having given us such a complete account of this British military road, and I hope that a permanent record may be made of it. The results following the building of this road must have been in a crude way similar to those following the building of a railroad through an undeveloped country, in that it opened the way for new settlers. It is evident that the first settler in town, Capt. John Coffein, located at that particular point by reason of reaching that point over this road, as did also James Smith who located here, and many of the other early settlers. While this road was no doubt admirably adapted to the purpose for which it was built, yet as it unfortunately cut across the state from southeast to northwest and across the hills and valleys instead of parallel with them, it could not long satisfy the requirements of the settlers when the country was developed, and this section of the road was soon abandoned.

"Many people have expressed surprise at the judgment of the early settlers in locating apparently at the most inaccessible places — on the very tops, almost, of these hills, when the land was so much better in the valleys. The hills to the east of us were lined with homes and the Bond place, or as it was later known, the Weeks place, is the only one now occupied. New settlers, as a rule, locate on the hills or slopes in preference to the valleys, for various reasons. The land is more easily cleared, the stumps removed, etc., and the location much more healthful than in the valleys. These early settlers, having no available markets and having to travel in some cases 60 miles in going to mill with corn, were interested primarily in raising from the soil merely enough to supply their personal wants for food and clothing, so that a healthful and convenient location where the land was easily cleared was

more to be desired than the condition of the soil.

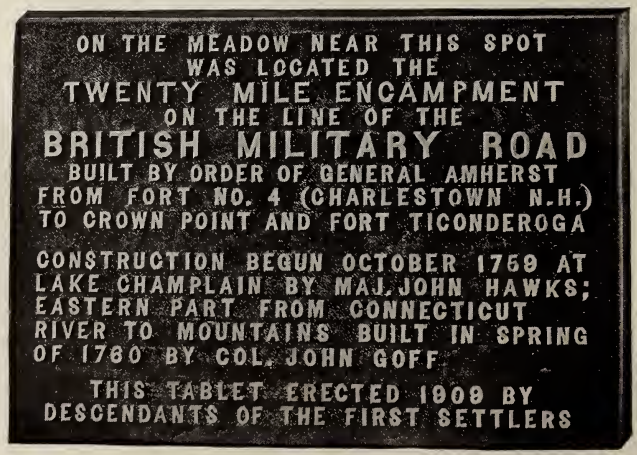
"I have always understood that the land owned by my grandfather, James Smith, Jr., was given to Susannah Coffein, wife of Capt. John Coffein, as she was the only woman who resided in Cavendish throughout the entire period of the Revolutionary war, and at whose home thousands of Revolutionary soldiers received refreshment while on their march to Ticonderoga from Charlestown, N. H. She lived to be 94 years old and died in 1824. She is said to have been a very plain looking woman, and on one occasion when this rather delicate subject was referred to in the course of conversation in the hearing of Capt. John, he is said to have spoken up with considerable energy and said that while his wife might not be noted for her beauty, for a good many years she was the handsomest woman in town!"

Address by Gilbert A. Davis.

Hon Gilbert A. Davis of Windsor was then introduced, and said: "A friend in writing to me about the placing of this tablet, mentioned that it was to be placed in an obscure corner of the town on a highway little traveled, and he wondered why it should attract so much attention. The idea of my friend seemed to be that this marking of the old Crown Point road and the site of the encampment of the soldiers who built it and incidentally the log house, and tavern of Capt Wm. Coffein, were matters of rather slight significance."

Mr Davis took issue with the friend in question, maintaining that the proper and most notable object of history is to record the vicissitudes of society, its spirit in different ages and the causes which determine its progress or decline. He emphasized the fact that the beginnings of great results are often very humble, and cited the birth of Christ, the coming of the Pilgrims to Plymouth, and the numerous inventions of past years, to prove his point. He then went on to say:

I learn from a diary kept by one James Cross that in April, 1730, he and his associates traveled from Fort Dummer (in Vermont) to Lake Champlain via Bellows Falls, Spring-



The Tablet.

field Great Falls—following Black river through Ludlow to Plymouth and then over the mountain to Otter Creek to the lake. This trip occupied two weeks.

As early as 1725 there was a well-defined Indian trail or road from Lake Champlain to Fort Dummer which followed up the Otter Creek to its source, then crossed the Green Mountains and struck the headwaters of Black river and followed that river down to the Connecticut and down the Connecticut to Fort Dummer. The importance of the territory now occupied in part by Cavendish soon became thoroughly known to the English nation and attracted the attention of King Geo. III and his august council.

The speaker referred to hostilities between England and France and the extent to which New England suffered therefrom, and spoke briefly of the well-known incident involving the capture of the Johnson family by the Indians. He also spoke of the action of the Massachusetts house (already touched on by a previous speaker) regarding the building of a road. Reference was made to Gen Amherst's determination to complete the subjugation of the French, and his plans for approaching Montreal by three different routes. The men under the command of Col John Goffe, having met at Charlestown, were commanded to cut a road across the present state of Vermont, thus opening a direct communication by land between Connecticut river and Lake Champlain. The road began at Wentworth's Ferry, two miles above the fort at Charlestown, and was laid out twenty-six miles in the course of Black river, as far as the present town of Ludlow, where commenced a path which had been made the year before by Lieut-Col Hawks. In this they passed over the mountains to Otter creek, thence along the borders of that stream in a good road previously constructed, to Crown Point. * * While the New Hampshire regiment were engaged in cutting the road, the trails of Indians were occasionally seen in the adjacent woods, but no hostilities followed. The last incursion of the Indians on the frontiers of New England during the war was at Charlestown, whence the family of Joseph Willard were taken and carried to Montreal, a short time previous to its investment by the English. No less personages than John Stark and Lieut-Col Hawks worked on this road in 1759.

The building of this Crown Point road through Cavendish was a matter of much more importance than at first it would seem to have been. Lake Champlain and Lake George had been regarded as of the utmost importance in holding possession of the Western continent. It was for this reason that millions of dollars had been spent in building and maintaining Fort Ticonderoga, Crown Point on Lake Champlain and Fort William Henry on Lake George. A block house was built in 1760 two miles above Charlestown, N. H., on the Vermont side in Springfield. This Crown Point road kept on the high lands and away from the swamps and wet lands of the valleys and made substantially a bee line to this point on the Twenty-Mile Stream.

With this Crown Point road for communication and transportation of munitions of war and movements of soldiers and the control of the Hudson river, the British were assured of the permanent control of this continent. The results proved the wisdom of the military leaders, and in the autumn of 1760 the French in Canada were overpowered and English supremacy in North America was established from the Atlantic to the Mississippi river and from the frozen North to the ever-

glades of Florida. You will now see the importance of this road as a war measure.

Upon the establishment of peace, the settlement of Vermont began. Gov Benning Wentworth claimed that the western boundary of the province of New Hampshire was a line 20 miles east of the Hudson river and proceeded to charter townships as far west on that line. By 1764 he had chartered 118 townships and had given 14,000 acres to his favorites. It was on Oct. 12, 1761, that Cavendish was chartered. Plymouth under the name of Saltash, Reading and Windsor were all granted on July 6, 1761.

The settlement of this part of Vermont, including Cavendish, Ludlow, Reading and Plymouth, progressed with rapidity. The soldiers who were engaged in building this road had learned of the fertile soil, the valuable timber, the beautiful valleys and abundant chances for homes and fortunes along the line of this old military road, and settlements rapidly were made. They brought with them the Christian church, the public school, sterling integrity, the New England town meeting, the love of liberty, hatred of king craft, independence of thought, and love for self-government. It was of this class of men that the rank and file of the army of the Revolution was made. * * In 1783 the publication of two newspapers was begun in Vermont. The Vermont Gazette, at Bennington, June 5, 1783; The Vermont Journal at Windsor, Aug. 7, 1783. Each of these have been issued weekly since that date. It is a curious fact to notice that in 1790 Reading had 747 inhabitants; Plymouth (then Saltash) had 106; Cavendish 491, Ludlow 179, and the whole state of Vermont 85,341.

The people of the New Hampshire Grants, as Vermont was then called, had no representation in the convention that adopted the declaration of Independence on July 4, 1776, because this territory was then regarded by outsiders as a part of New York. But this was not the sentiment among the sturdy settlers of Vermont. As you are aware, at the convention held a Westminster Jan. 15, 1777, Vermont was declared to be an independent state. Cavendish was not represented at the convention which sat at Windsor in July, 1777, and adopted the constitution and organized the free and independent state of Vermont, but Andrew Spear sat in that convention as the representative of Reading. However, Cavendish was loyal to the new republic and Capt. James Coffein was the representative of Cavendish in 1778.

Do you sufficiently recognize the important part that this old road bore in establishing the supremacy of the English on this continent? The French had discovered and settled Canada. They were Catholics and under the domination of the Roman Catholic church and were the hereditary enemies of the English. The English were Protestants and had discovered and settled New England and had acquired supremacy over the Dutch in New York and claimed dominion indefinitely to the west. The Spaniards claimed the Mississippi river and to the west of it. The Indian tribes had become allies to the French and were hostile to the New England settlers. The English must hold New England and New York and to the indefinite west, or all was lost.

The English statesmen and English military leaders of that day grasped the situation, and this military road from No. 4 to Crown Point became the key to the situation, and it was built by the British government. It was no insignificant event, but an enterprise of great national importance. And we do well to honor it and mark its location, as has been done from the Connecticut river along its line up into Weathersfield. * * Unless this road had been built, perhaps George Washington, Gen. Stark, Ethan Allen and thousands of others including Sergt. James Hall and Private Samuel Ames, whose descendants unveil and decorate this tablet today,—men whom we justly regard as patriots and heroes, would have been classed as rebels and traitors; the declaration of American independence would have been regarded as a crime and a blunder; there would have been no free and independent state of Vermont. No national ensign which we designate as "Old Glory," with its 13 stripes and 46 stars We should not be here today to honor the

soldiers of the Revolution who settled in this neighborhood and whose descendants have conceived and carried out the noble enterprise of placing this marker, and whose fair daughters unveil it to the view of not only the inhabitants who have gathered here today, but for the future generations of the hardy sons and daughters of Vermont.

This tablet will strengthen our love for Vermont, with its heroic history, its beautiful valleys and rugged hills, its hardy sons and daughters, its invigorating climate and the sturdy characters of its inhabitants.

The Daughters of the American Revolution are to take the care and custody of this marker. It is for such patriotic duties that that organization exists. Its mission is a noble one. We can not too highly commend them for their unselfish labors. Woman, the last at the cross and the first at the sepulchre, by accepting such trusts has ever been the keeper of the best interests of mankind. Let no vandal hand mar this tablet!

Was New England worth saving to the English? Was Vermont worth saving? Was the site of this encampment and the towns contiguous thereto worth saving?

The territory within a dozen miles having the point of the radius at this encampment has a long list of sons and daughters who have achieved distinction in the varied walks of civil and military life. You know them all. I will not particularize only to mention that this territory has furnished four governors for Vermont and one secretary of war and United States senator, and two supreme court judges.

Mr Davis closed with an earnest tribute to Vermont and her citizens, and quoted Prince Bismarck's famous compliment to the state—namely: "To be a son of Vermont is glory enough for the greatest citizen."

Chairman Bigelow, in introducing the next speaker, said: "The town of Cavendish has furnished a great many strong men—men strong in its local affairs, and in the affairs of the state and nation. I cannot well call the long roll of families that have been prominent in its affairs, but I wish to mention the family from whom Proctorsville derived its name. It is a matter for regret that it is not possible to have with us today a daughter of that family, 86 years of age, so many of whose years were spent here—Mrs Wm. Smith—and for whom we always have had and always will have the deepest affection. The early members of this family were unusually strong men and took a prominent part in all local affairs. Later they furnished the state of Vermont two governors, one of them Cavendish's most illustrious son, the Hon Redfield Proctor, who served the state so many years as governor and United States senator, and who throughout his long career as secretary of war and United States senator so ably maintained the high prestige the state of Vermont has always held in governmental affairs, a prestige entirely disproportionate to the size of the state, and who was known and recognized everywhere as one of the strong men of this nation. It is our rare good fortune to have with us this afternoon his son—who is not only one of the busiest men in the state of Vermont, but keeps more people busy than any other man in the state."

Ex-Governor Proctor.

Ex-Governor Fletcher D. Proctor was then presented and received a cordial greeting. He spoke briefly, referring to the occasion as one of real merit and genuine pleasure, and expressed his personal gratification at the opportunity to visit the town at such a time. He reminded his listeners that while but a small part of his own life had been spent there, Cavendish was for many generations the home of his father's and his mother's families. He told of the rivalry which at one time existed as between Duttonsville (where the Duttons lived) and Proctorsville (where the Proctors lived), and the expectation that the marriage of a Proctor with a Dutton would do away with this rivalry. The ex-Governor referred to the strong character and great ability of his grandmother Proctor, and his father's devotion to her and love and reverence for her memory; and referred to the stones in the

emetery as proving how many members of the two families with which he was directly connected had lived and died in the town. The speaker urged the desirability of memorials like this tablet as reminders of past unselfish service and sacrifice—memorials which should lead us to appreciate more fully our duty as citizens. He emphasized the deep interest which the late Senator Proctor had always felt in the town of Cavendish and its development; touched upon the historic associations which cluster around this locality; and from the standpoint of a loyal Vermonter eulogized his state and all it stood for, urging the continued cultivation of the patriotism and devotion that had made possible the proud position Vermont had attained.

Allen M. Fletcher.

The chairman then referred to another family which played an important part in the town's early history, and which furnished the state with a governor and a lieutenant-governor—the Fletcher family. He did not claim the gift of prophecy, and so could not say definitely whether Cavendish would ever furnish the state with another governor by that name or not; but he introduced Hon Allen M. Fletcher, calling on him for a word or two. Mr Fletcher spoke of the fact that this country had been originally settled by the Puritan in New England, and the cavalier in the South, and from these two strains our citizenship has largely sprung. He had sometimes thought it would have been better for the nation if we could, in our development, have kept more closely to these two. He spoke of the coming of the millions of foreigners, and said we must make the best of it and assimilate these strangers to our advantage and theirs. The speaker, taking up a remark by ex-Gov Proctor, jocosely referred to the good judgment displayed by the late Senator Proctor in naming his son "Fletcher."

A Descendant of the Smith Family Speaks.

In introducing the next speaker, William Smith of Springfield, a son of the William Smith whose life was so completely connected with the development of this section of country, Mr Bigelow paid due tribute to the character of this citizen of the early days, referring to him as a grand type of pure-minded and unselfish manhood. The ancestor, James Smith, who represented Cavendish in the legislature for 13 consecutive years, was also eulogized. Then the Springfield representative of the name was presented and made a short address. He said:

It is not an easy undertaking to fittingly express my pleasure at being able to come here on this particular occasion. I think our friend, Mr. Spaulding, has earned our thanks for his public-spirited and untiring efforts that have made it possible, and am sure each of you will thank him yourself.

Personally, the scene presents more than a passing interest. Not only do I see the home of my birth, but the hills, woods, fields, brooks and roads that surround it; the setting has changed little, the detail more; one misses some oldtime familiar trees, buildings and faces. They are changed or forever gone. * * My grandfather, James Smith, acquired this farm about 1790, and until 1888 the farm had had but two owners. The very names of my grandfather's neighbors are also gone, or to be found only on the headstones in the cemetery two miles distant. It is interesting to recall those names—Hall, Wheeler, Bates, Spaulding, Fullam, French, Parker and others.

Between the Reading line, the north limit of my father's farm, and the top of the hill one mile this side of Proctorsville, in the valley of the brook and road, I can name to you at least thirteen locations where I have seen either the buildings or cellar excavations, and where today, in some cases, there is hardly a trace of even the excavations. The only new additional house I recall in the district named is on Mrs Spaulding's farm. There are the locations only of eight distinct, now extinct, local industries in the same territory; the sawmill is the sole permanent industry now alive.

The number of the people has also lessened, just how many in 40 years I cannot say. In our neighboring town of Reading, I am told, there are some 600 or 700 inhabitants, as against 1300

or 1400 fifty years ago; and I question if Cavendish, even with her two villages and factories, has maintained her number of inhabitants of fifty years ago.

But this is not a historical address; time forbids. But it is well to stop once in a while in our busy lives and note more carefully than in usual thought the changes that have occurred in our own remembrance before memory is too dimmed by the lapse of time, and it is increasingly fitting to permanently mark in a dignified manner with suitable memorial, as this carved granite slab, itself a memorial of a local oldtime industry, the places and events that filled the lives of our forefathers. After all, in the last analysis it is what people do that counts. We forgive hasty speech when the actions square, but we do not forgive the actions that give the lie to fair speech.

Our growth and progress spring mainly from three sources, the instincts planted in us by nature and heredity, the recorded experiences of others before us or among us, and our own experiences; the inventor and genius stand in classes by themselves. * *

Without knowing their mind in the matter, we can safely accuse the builders of not having followed the line of least resistance in locating their roads. The mind and trail of an Indian are usually direct, but not always adapted to the needs of white men of today. On the whole, we must admit good judgment in location, even if it does not cover the route our later sight would assign to their foresight; they did the best they could, no human being does better or more than that. This road restored to the conditions of its palmiest days would hardly invite the automobilists of the present day, and yet it served its place and time well; the people that passed over it to points beyond or settled by the way were different from the dwellers of our day. Notice the adjective "different," not in the basic qualities that maintain a community or nation, so much as the adventurous hardy spirit that subdues the wilderness, overcomes hardships and adds to settled lands.

These people had their faults and made their mistakes, as we have our faults and make our mistakes. No people or nation are without them, yet few districts or valleys like this in which we are met have less to regret, or wish changed. It has been and is the home of an upright, law-abiding, thrifty people; the vicious, the law-breaking, the lazy and shiftless are the exception. The witness to these statements cannot be denied—the good roads, the well kept farms, the neat schoolhouses, the people themselves. * * The Almighty writes a legible hand in his own way, sometimes rapidly, sometimes slowly, and communities no less than people show it. These qualities just named add largely to the money value of your farms and homes. Take these qualities away from the people, with no observance of the Sabbath or attendance at church, or at least respect for what the church stands for, and you soon have what our late President Roosevelt taught us to term "undesirable citizens anp communities."

We are not responsible for the heredity with which we came into the world. We are responsible more or less for the use we make of our gifts. We are not often responsible for the experience of others, but we fail to grasp at all the meaning of life if we do not fairly interpret the experience of others and ourselves.

We call this history. How many of us read history, or have been taught it in the schoolhouse yonder? I hope it is taught differently than in my school days. The fact of a battle, of a convention, or a great movement is of little moment: the why of it and the result of it are everything. The facts of the battles of Bunker Hill and Gettysburg are but little, compared with the understanding of why they occurred and the results that flow from them. John Brown was hanged; as a fact what of it, other people have been hanged before and since; but the soul of such events goes marching on.

We live in the present only; the past is beyond our grasp and the future uncertain. The railroad, the new inventions, the combinations of industry, the changed demands of time, have mostly destroyed the small industries that at one time filled this and other valleys. The farm and its allied interests are alone left as profitable employment.

It is for us, as it was for our ancestors and for those who come after us, to make good in our time and place, that it may be said finally of us not only that we have done our work, not only that we have done it well, but that we have each one done our best.

Mr. Smith emphasized certain portions of his address by apt narrative.

Tablet Turned Over to the D. A. R.

In turning the tablet over to the care of Lucy Fletcher chapter, D. A. R., Mr Bigelow spoke appreciatively of the work being done in New England by the Daughters of the American Revolution, in keeping alive the memory of men and events of colonial and Revolutionary times. He then presented the tablet to the local chapter, to be cared for during the coming years, insisting that the chapter should have the hearty co-operation of the people of this section in whatever work it undertook.

Mrs R. E. Hathorn, regent of Lucy Fletcher chapter, accepted the tablet in behalf of that organization; then expressing thanks for the confidence shown by the presentation, and promising that the place and the day would not be forgotten by members of the chapter, and that frequent visits would be made to renew the flag which had been placed upon the marker, Mrs Hathorn went on to say: It is the object of the D. A R. to perpetuate the memory of the spirit of the men and women who achieved American independence, by the acquisition and protection of historical spots and the erection of monuments; by the encouragement of historical research in relation to the revolution and the publication of its results; by the preservation of documents and relics and the record of the individual services of Revolutionary soldiers, by the celebration of historical anniversaries. The Daughters of Vermont have pledged their assistance in marking and restoring this trail through our state. The need for this is urgent in the extreme, for soon the memory of living man will not be ours to give advice and assistance, and we are in danger of losing all signs of this once famous of roads save the few mentions of it in printed text.

The object of marking this historic trail and encampment is the same as that of marking any other great battlefield of history. History does not record a battlefield of greater endurance, and we should take pride in preserving and marking these old boundaries which have for us so much interest. And we must not allow our past to slip away from us, but talk our history, teach our history, and live surrounded by its memorials. In the measure we keep the memories of the heroic past fresh in the minds of our people, so patriotic fervor is fanned, the flag move revered, and our national stability better assured, and I hope and trust that every Daughter will personally give her assistance and co-operation in this great work, that future generations may know of the great struggle, thus developing public opinion and affording to young and old such advantages as shall develop in them the largest capacity for performing the duties of American citizens, and to aid in securing for mankind all the blessings of liberty.

Notes.

The attendance is variously estimated at from 600 to 850.

The stone post on which the tablet appears, dated July 4, 1840, was the capstone to the old Ordway grist mill; its length is 14 feet; it is set in 6½ feet of solid concrete, and stands 7 1-2 feet above ground.

Among those present was Thomas Lane, who can claim the proud distinction of being the son of a Revolutionary soldier. Mr Lane now has in his possession a portion of the money his father received when his service in the Continental army was completed.

Following is an extract from a letter from Rev J. Mervin Hull of Concord, Mass.: "If it were possible I would surely be present to enjoy and participate in the occasion. On all sides I notice an awakened interest in historical matters, and I regard it as one of the hopeful signs of the times. For safe progress we need a backward as well as a forward look, and the courage, the devotion, the patient bearing of trials and privations, the manifestation of neighborly kindness, the gen-

uine patriotism of those early days, have many great lessons to teach the twentieth century. Success to the Twenty-Mile Stream day!" This is but a type of a hundred letters received during the past two weeks.

The tablet was made by M. H. Mosman of Chicopee, Mass., and is of statuary bronze, its size being 14x19 inches.

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